

BookletChart™

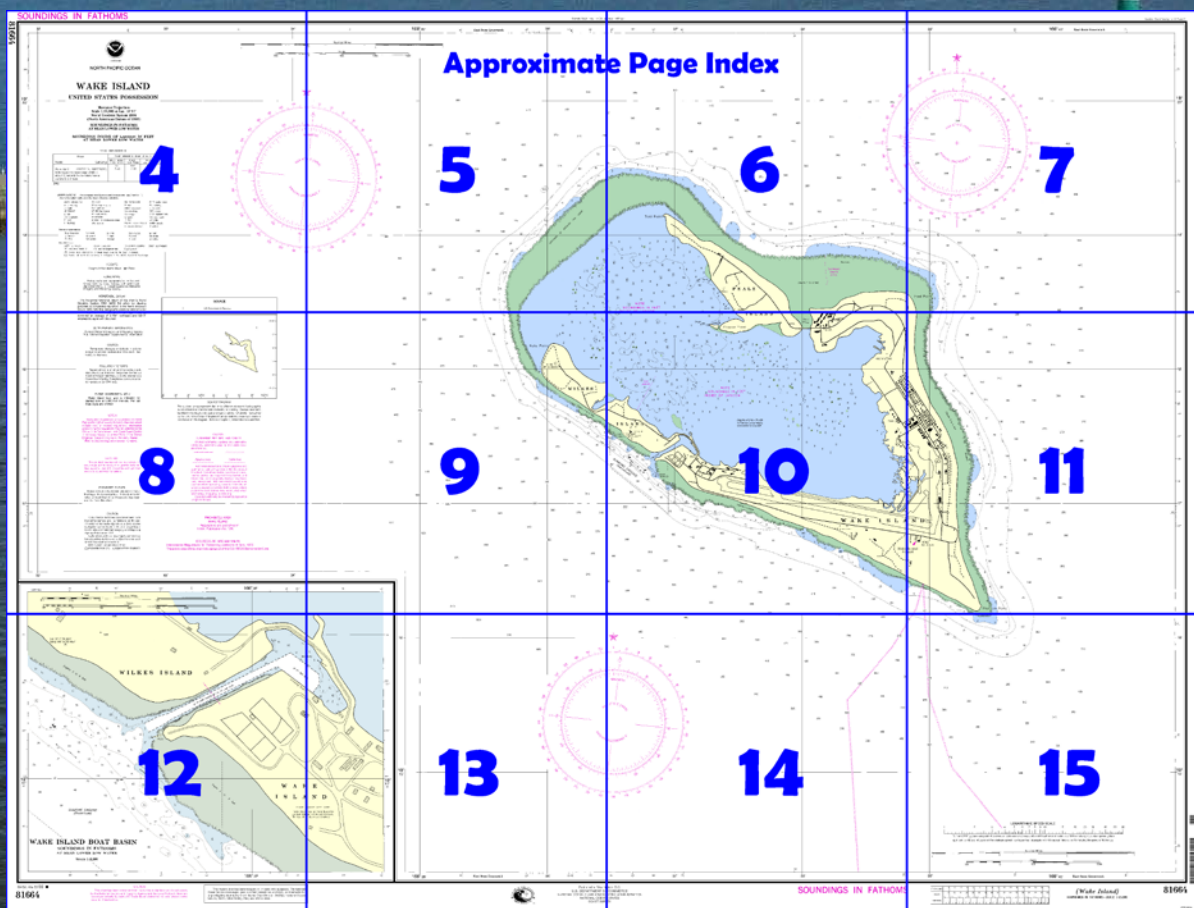
Wake Island NOAA Chart 81664



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=81664>.



(Selected Excerpts from Coast Pilot)
Wake Island (19°17'N., 166° 37'E.) lies in the Pacific Ocean on the direct route from Hawaii to Hong Kong. It is a U.S. possession with an area of only 3 square miles, consisting of three islands. The islands form all but the NW side of an atoll enclosing a shallow lagoon. The entire island group is surrounded by a shallow reef interspersed with coral pinnacles. There is no natural freshwater. Wake Island is administered by the Department of the Interior and activities on the island are managed by the US Army under a US Air

Force permit. The restrictions imposed upon the entry into the Wake Island Naval Defensive Sea Area have been suspended, except for the entry of foreign flag vessels and foreign nationals. The restrictions may be re-established without notice at any time.

Prominent Features.—A conspicuous concrete structure with storage tanks in the background is situated near the W end of Wake Island. A prominent tower stands on Peale Island. An aero light is shown from an abandoned control tower situated 0.6 mile NW of Peacock Point, the SE extremity of Wake Island. It was reported that a ship obtained radar contact with Wake Island from a distance of 35 miles. The complete outline of the island was observed from a distance of 25 miles.

Channels.—On the seaward side, between Wake Island and Wilkes Island, there is a channel leading to a boat basin at the W extremity of Wake Island. In 1970, the channel and boat basin had controlling depths of 12 feet.

The boat basin can accommodate three small-craft, which may serve as tugs or cargo lighters. Ships should radio their ETA 48 hours in advance. An unloading wharf is situated on the SW side of the basin and a boat landing is at the head of the basin. Two mooring buoys are just outside the boat basin entrance channel. Cargo is discharged at the moorings. Sea conditions often permit a vessel to lie offshore and discharge dry cargo; this reported to be the safest and best method for large vessels. Oil is discharged through a floating hose which is floated out on barrels and connected to a fuel jetty at the E entrance of the boat channel.

Anchorage.—The depths drop off sharply outside the atoll reef making it unsuitable for anchorage. The lagoon itself is inaccessible. The mooring facility outside the boat basin is available to all vessels having permission to call at Wake Island, but is considered hazardous. The use of an anchor is not recommended when using the mooring buoys. Vessels should not attempt to secure at the mooring buoys in an onshore or S wind. If secured to one buoy when the wind shifts to blow onshore, slip the mooring and leave the area. Any vessels moored to only one buoy must have engines on standby. Vessels should be secured to the mooring buoys with the bow headed ESE. Small-craft usually assist in mooring operations with the best times being at high water or low water slack. **Currents.**—A SSW current of 0.5 to 1 knot has been observed in the vicinity of Wake Island. There have been occasions when the currents are erratic and onshore sets have been observed. Vessels should carefully note the set and the drift of the tidal currents before attempting to moor. The tidal currents in the vicinity of the mooring buoys have been observed to set parallel to the shore at a rate of about 0.8 knot.

Weather.—Winds from the E and NE prevail throughout the year, with average velocities of 10 to 13 knots. Gales occur on an average of 10 days a year. By reason of its position, the atoll is subject to typhoons and tropical storms; thunderstorms seldom occur.

At Wake Island, the influence of the higher latitude is noticeable and the means vary between a low of 77°F in January and February and a high of 82°F in September. In August the mean maximum reaches 88°F. Extremes above 95°F are rare.

The annual average rainfall is only 37 inches, showing a great decrease in precipitation from that occurring in the lower latitudes. The monthly totals range from a January average of 1 inch in the dry season to 7 inches in August.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Honolulu	Commander	
	14th CG District	(808) 535-3333
	Honolulu, HI	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

81664



THE NATION'S CHARTMAKER SINCE 1807

NORTH PACIFIC OCEAN

WAKE ISLAND

UNITED STATES POSSESSION

Mercator Projection
Scale 1:15,000 at Lat. 19°17'

World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SOUNDINGS INSIDE OF LAGOON IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)
NAME (DATA ONG)	Mean Higher High Water Mean Low Water
In the lagoon the mean range of tide is about 1.5 feet and the low waters have a stand of 2 to 3 hours.	(---) (---) (---)

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2014)

ABBREVIATIONS (For complete lists of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OSOC obscuro	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	O orange	St M statute miles
CAI diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

HORIZONTAL DATUM

The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). Geographic positions referred to the Old Hawaiian Datum must be corrected an average of 0.284" northward and 4.613" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

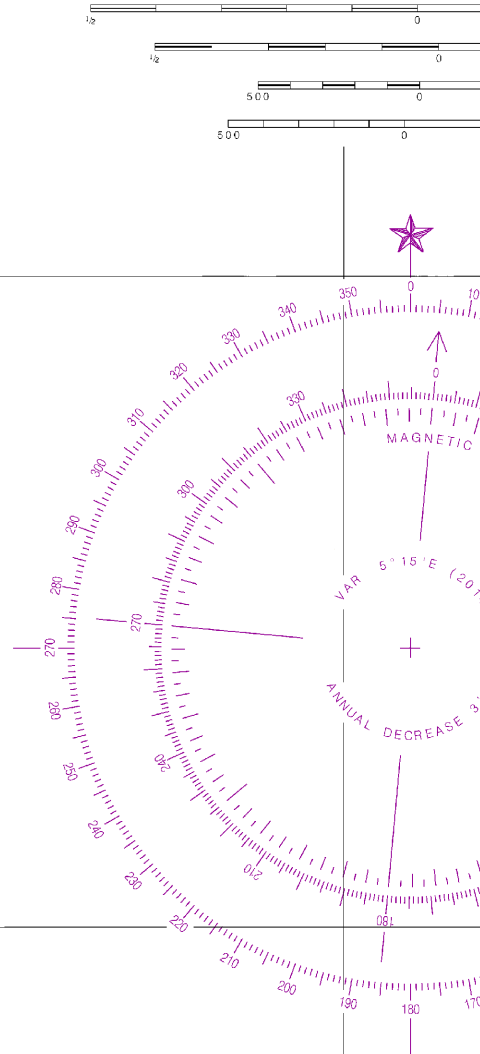
Consult U. S. Coast Pilot 7 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication

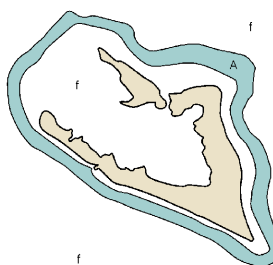


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A	2007	NOS Surveys	full bottom coverage
f		US Government Surveys	



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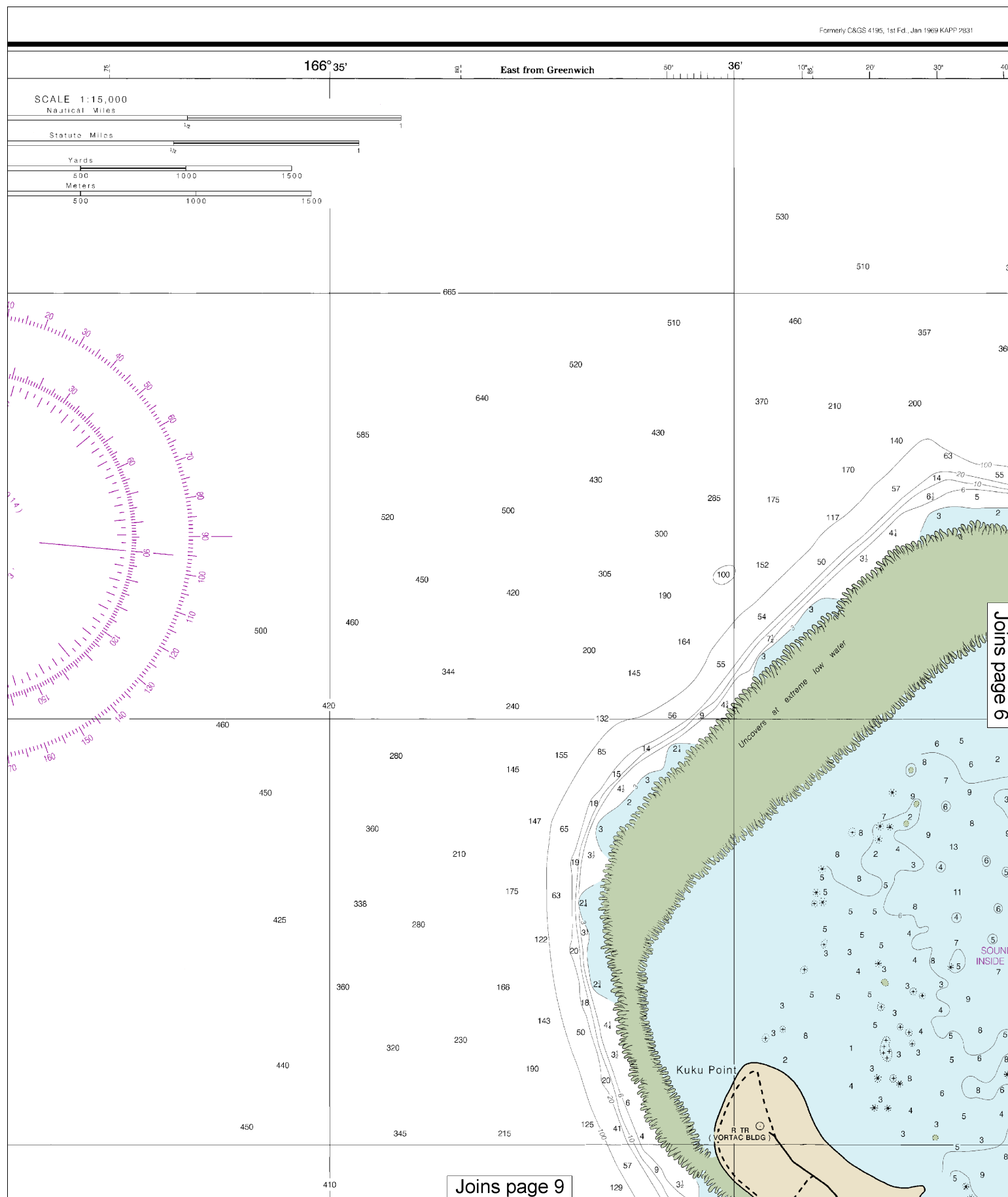
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

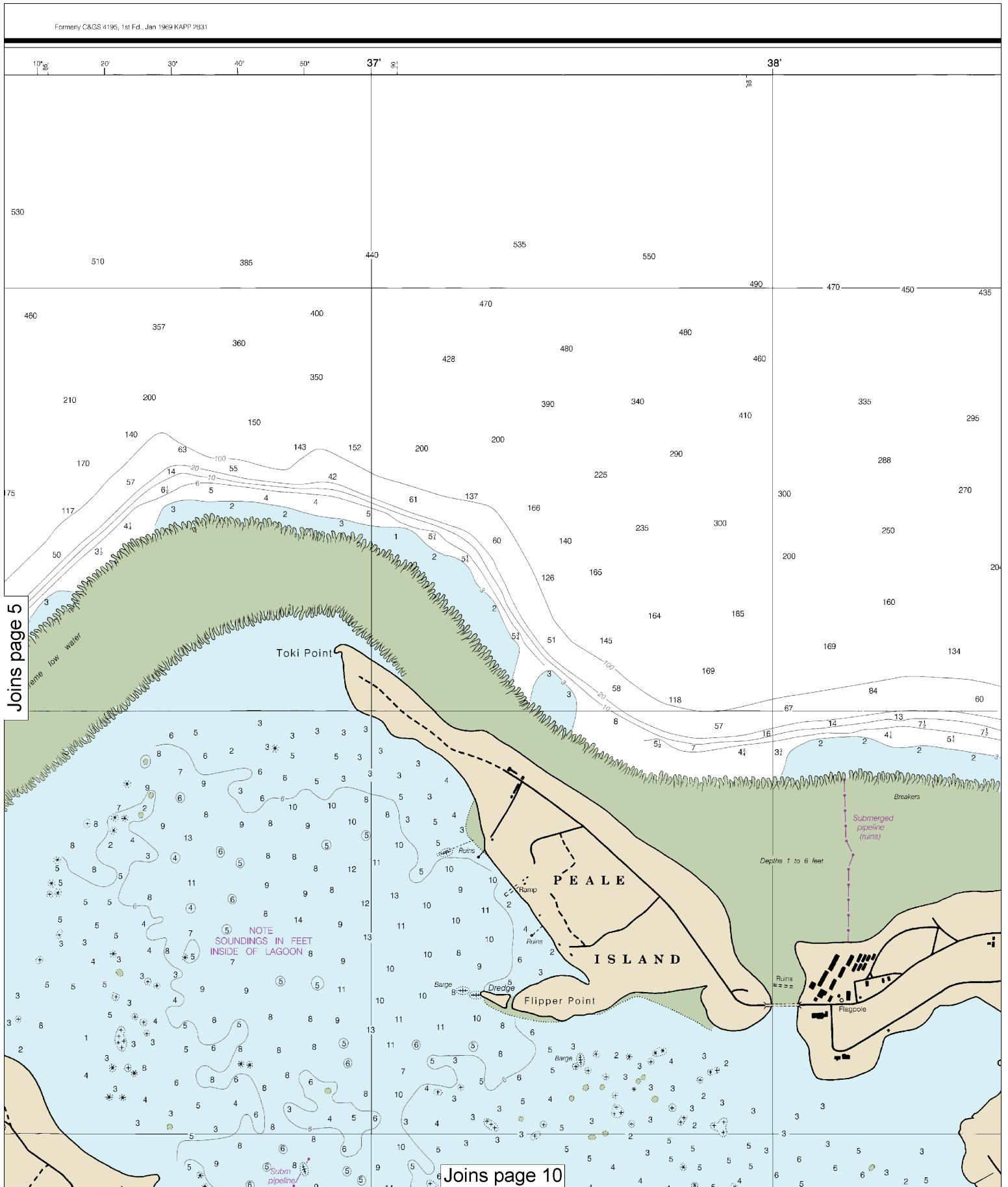
SCALE 1:15,000
Nautical Miles

See Note on page 5.

Yards
500 0 500 1000 1500



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:21428. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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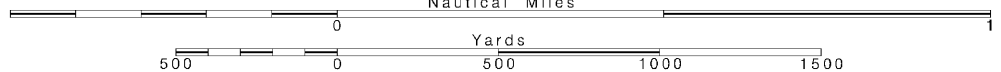
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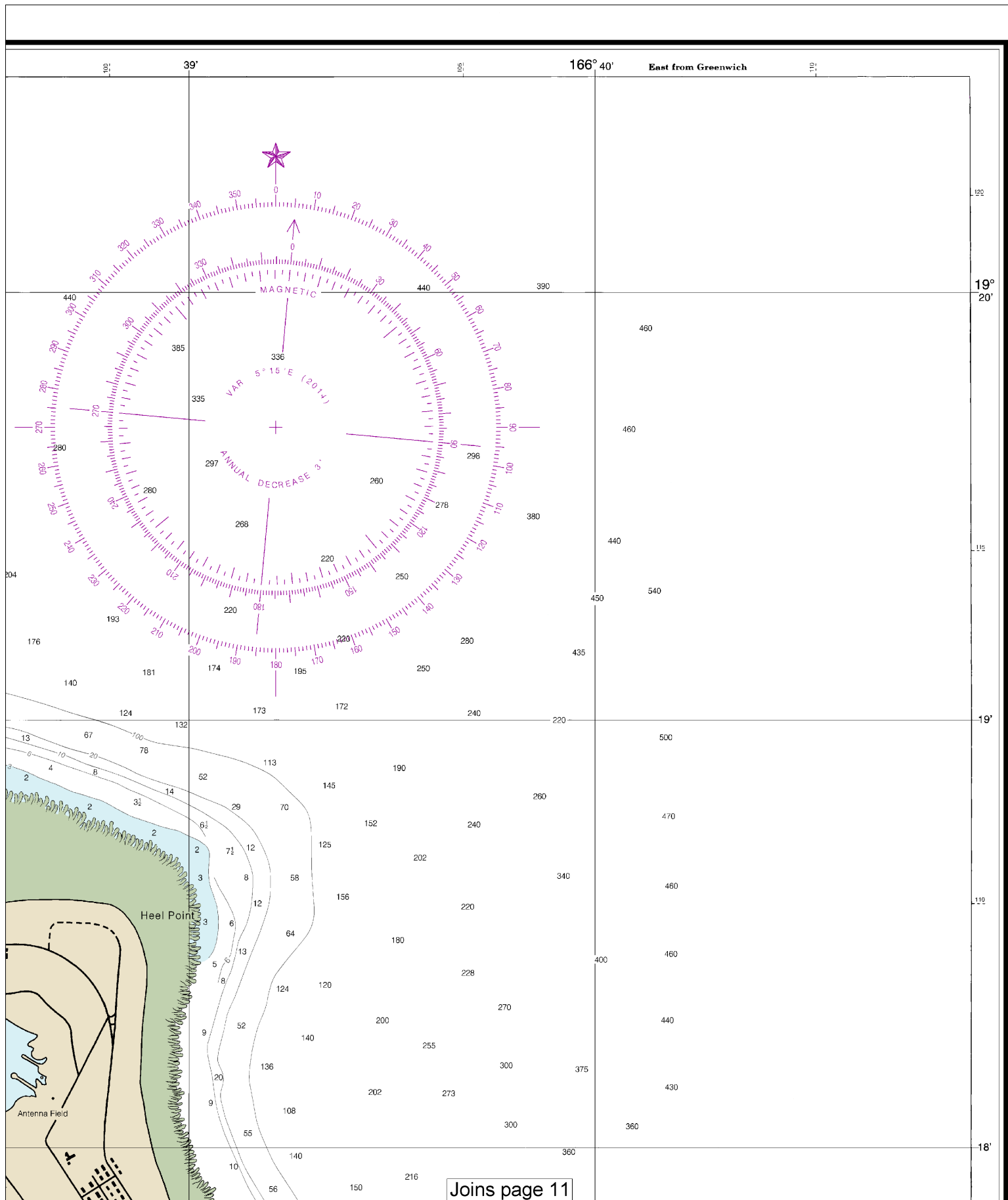
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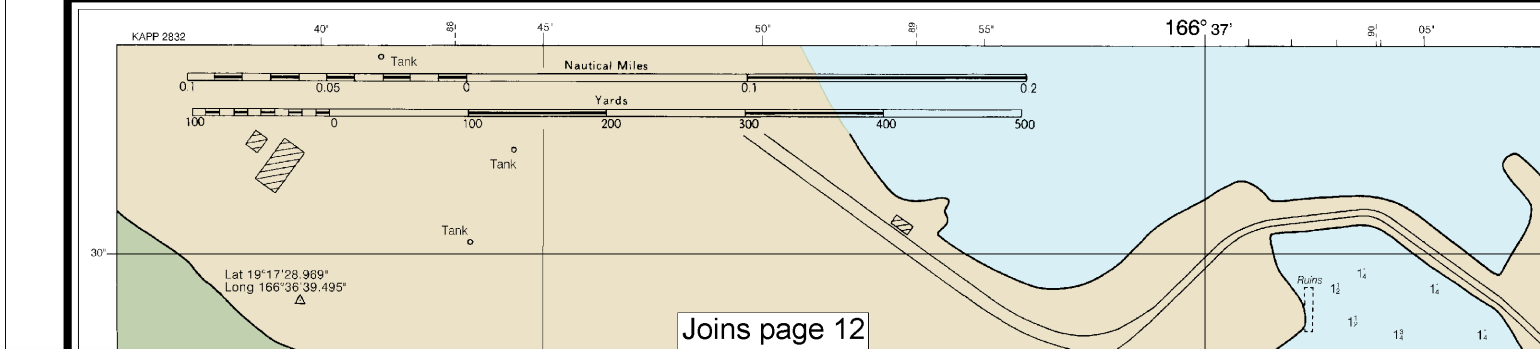
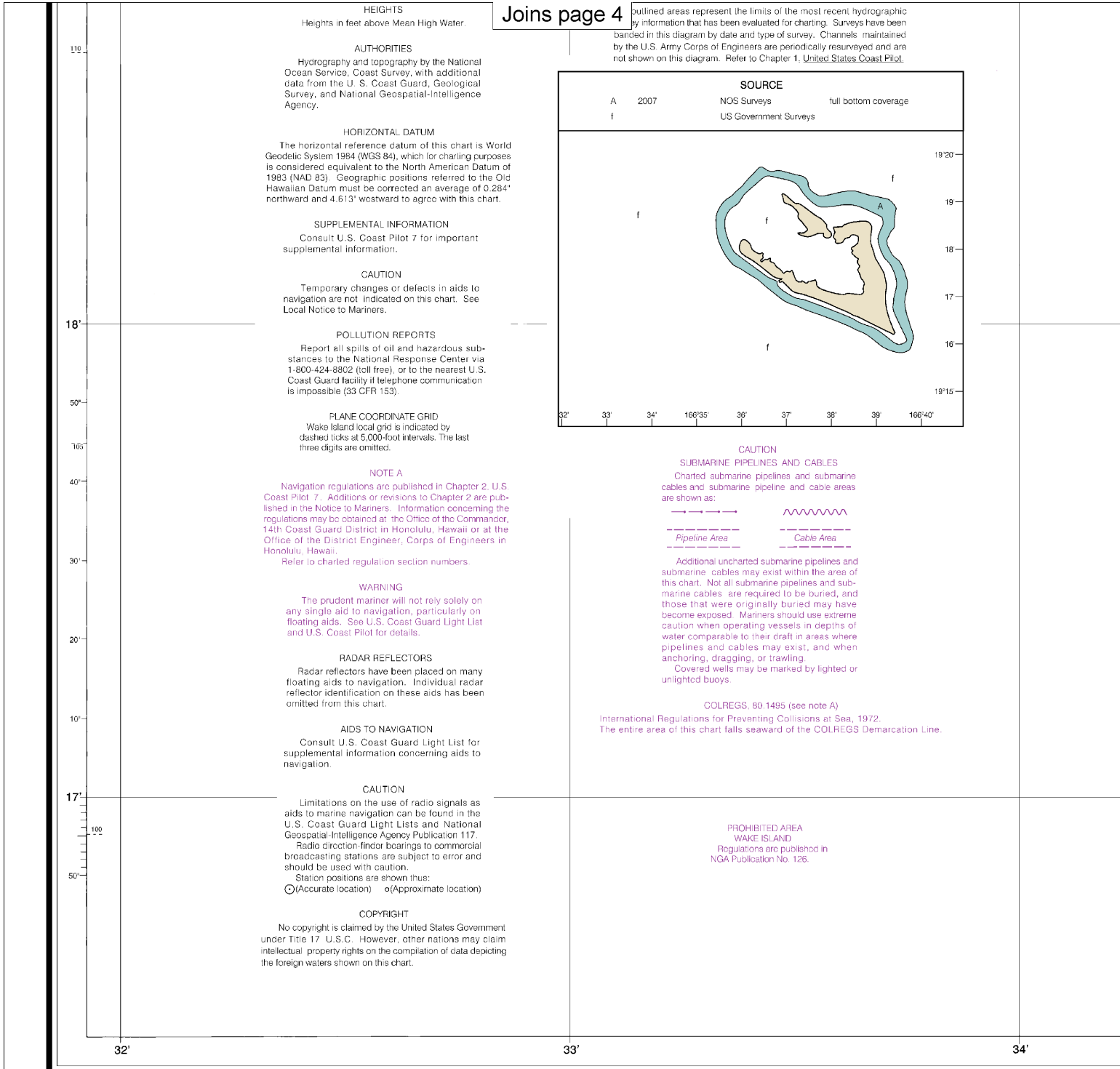
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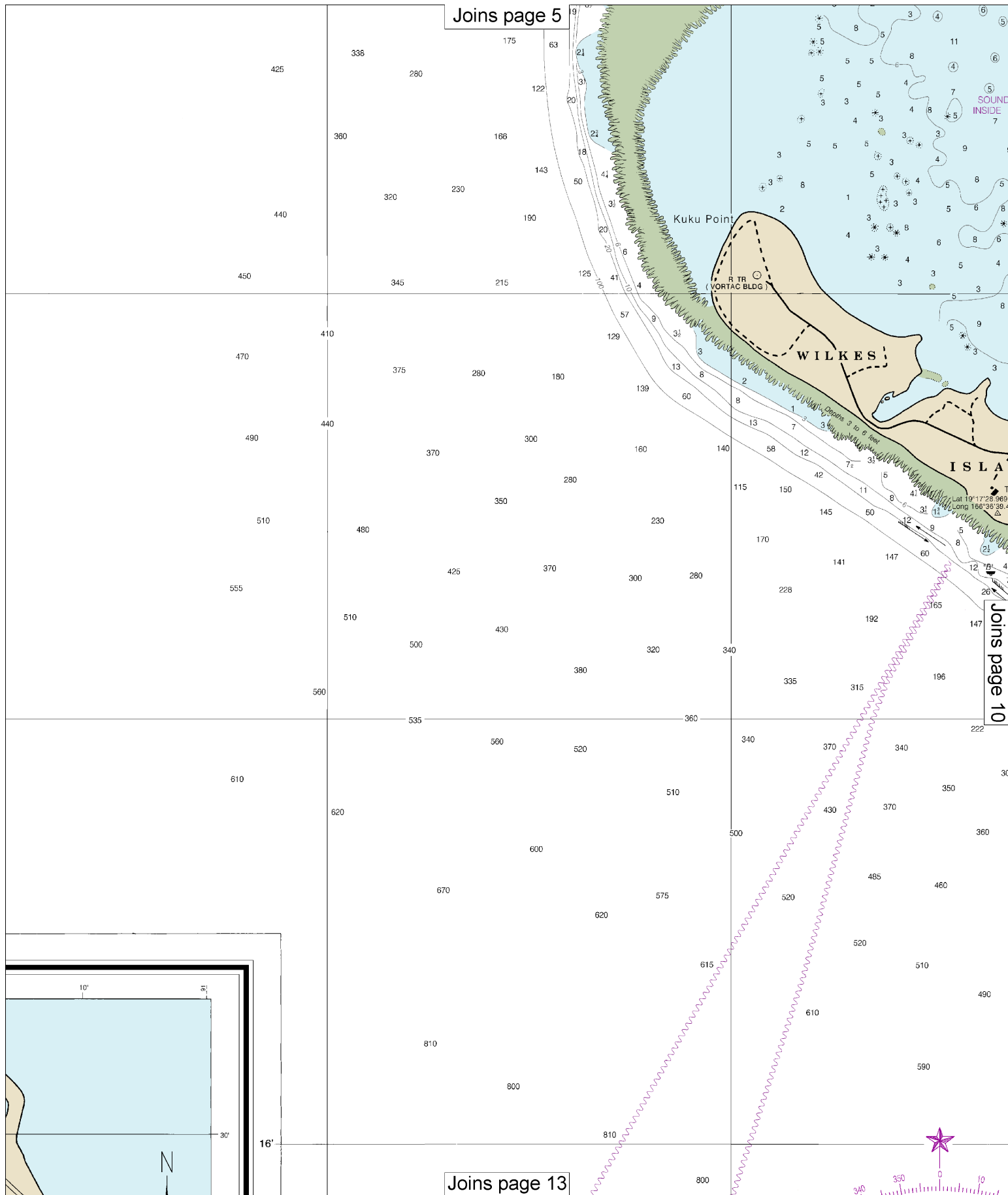
See Note on page 5.





7th Ed., May 2014. Last Correction: 5/28/2014. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

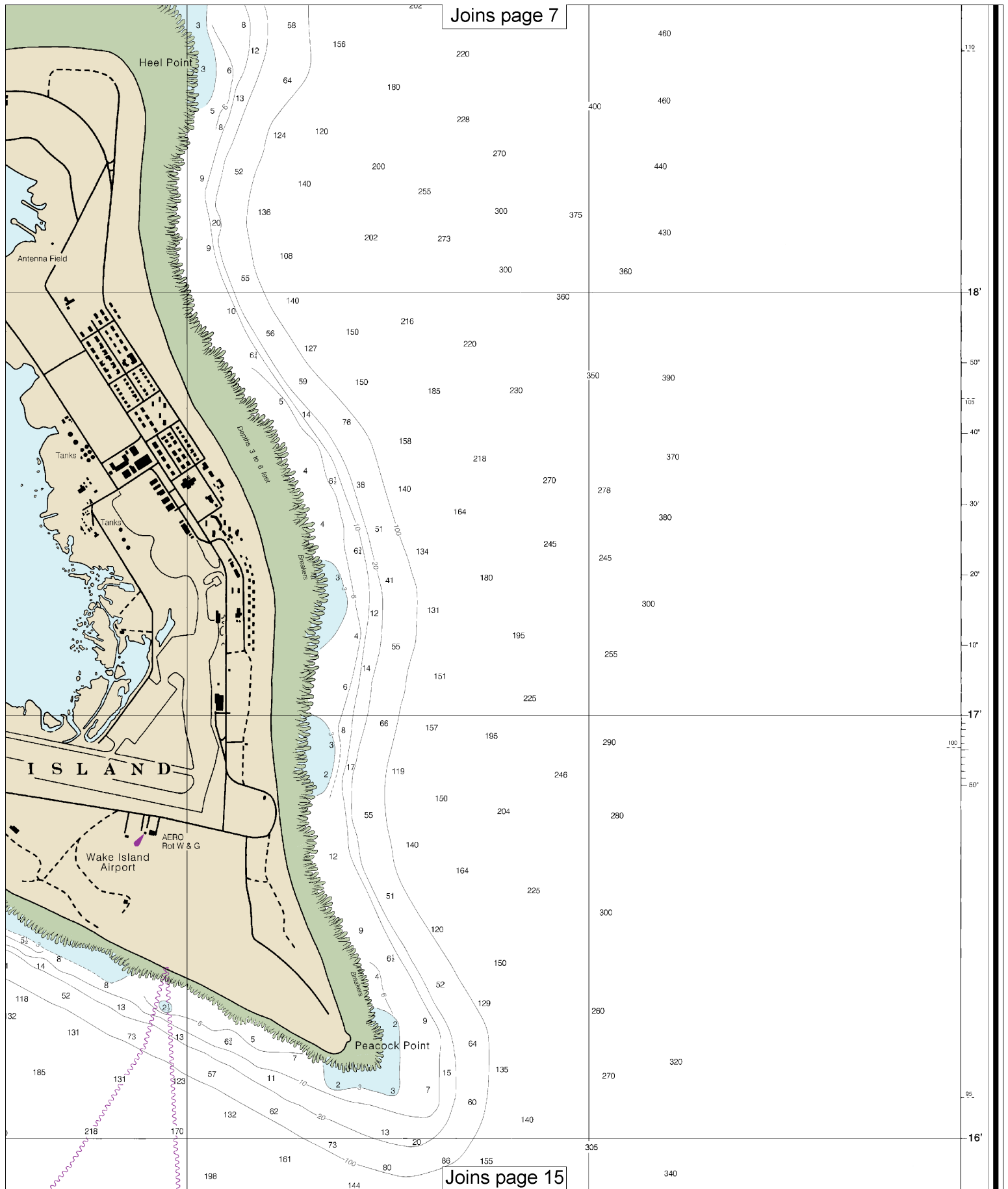




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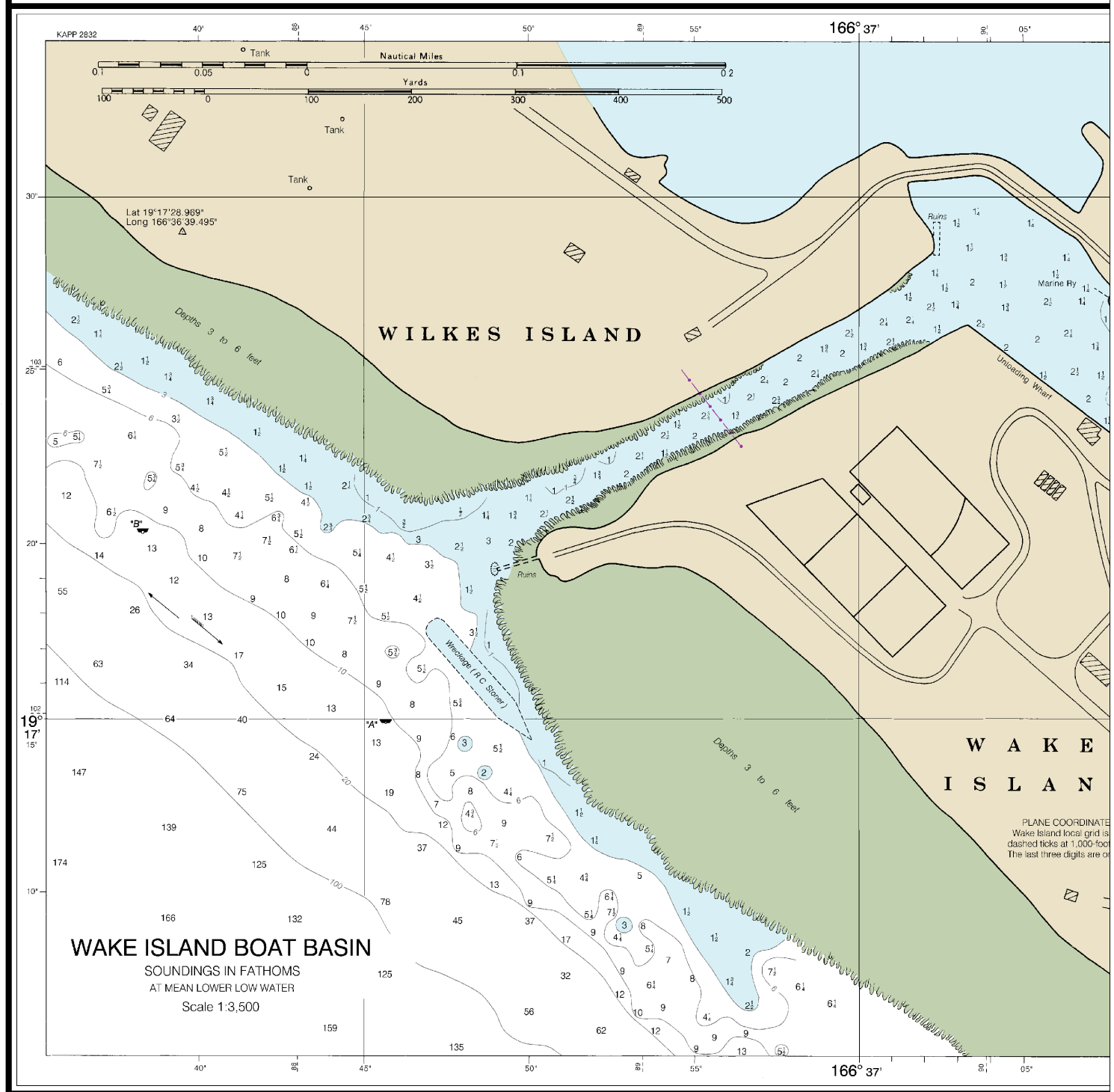
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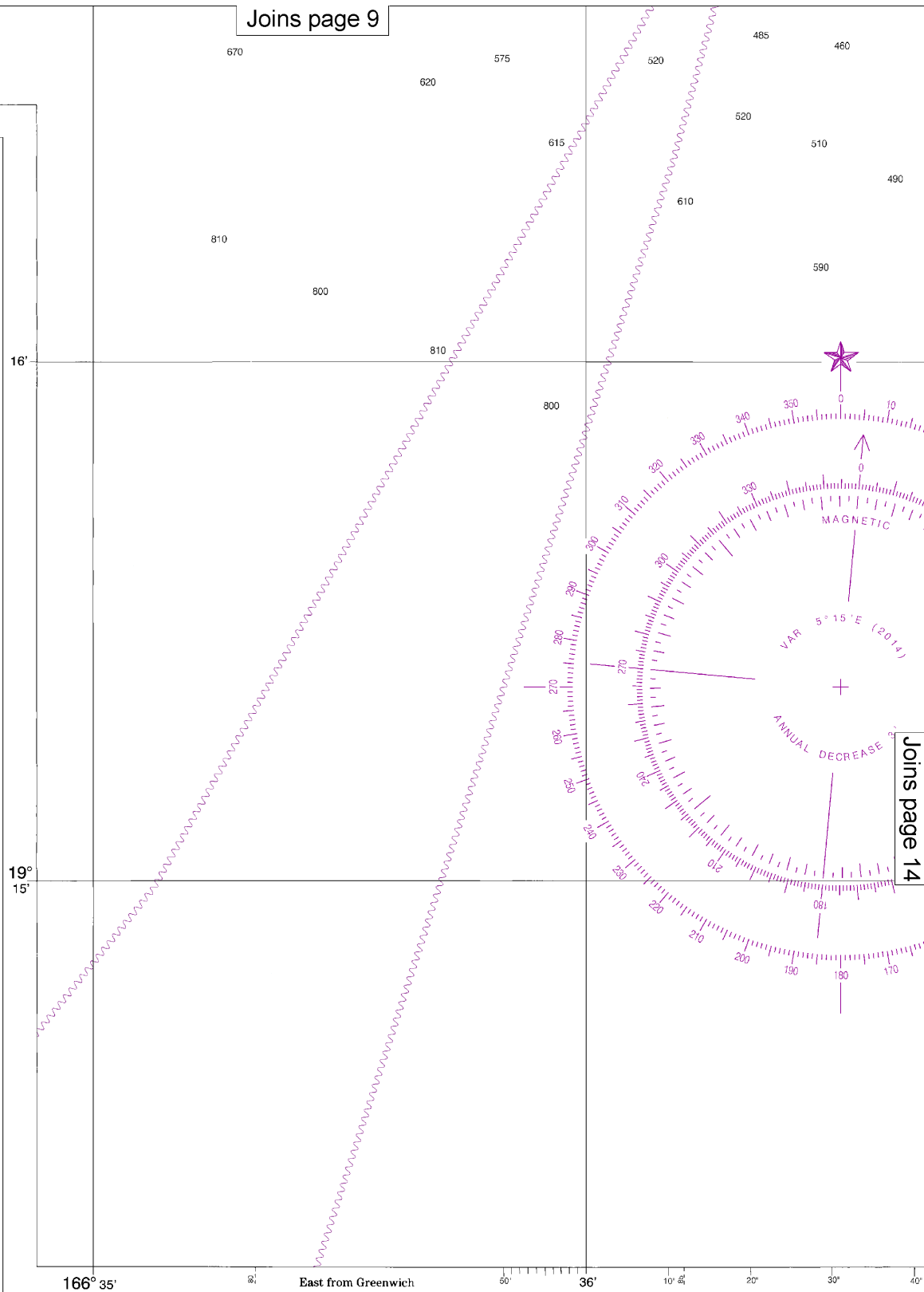
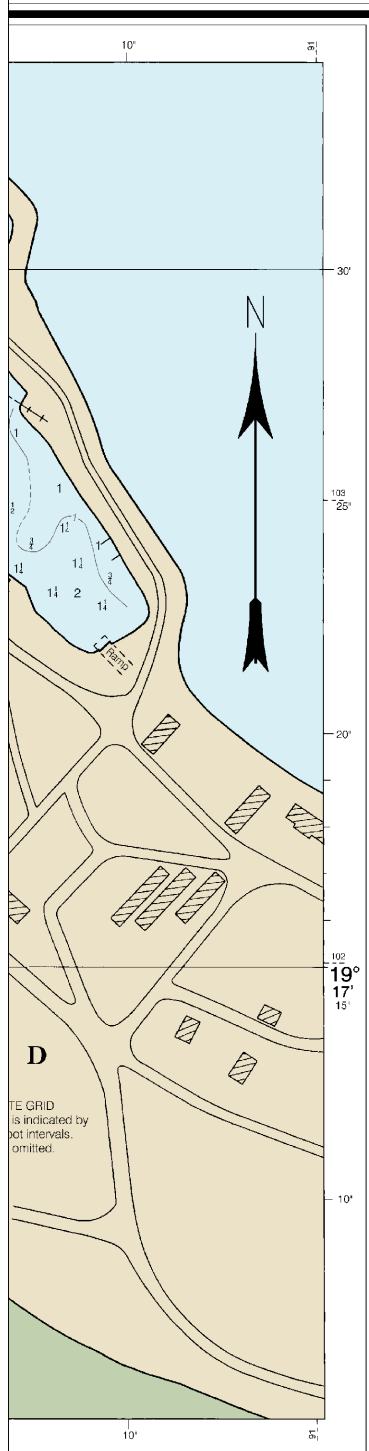
32'

33'

34'

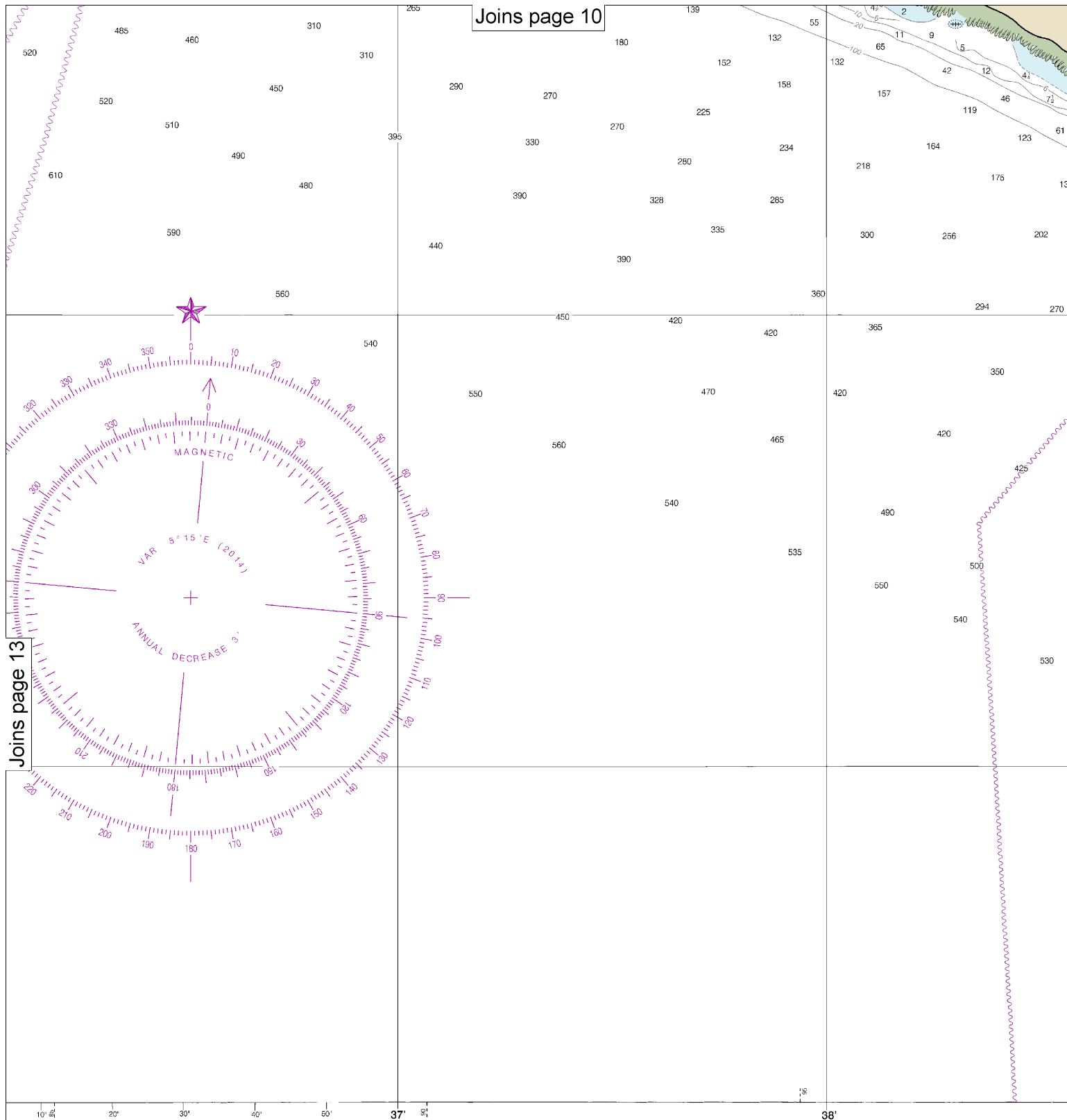


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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 13

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COAST SURVEY

SOUNDINGS IN FATHOMS

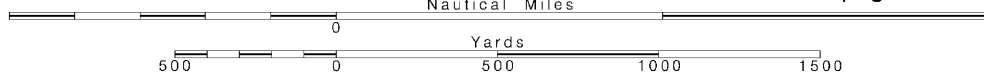
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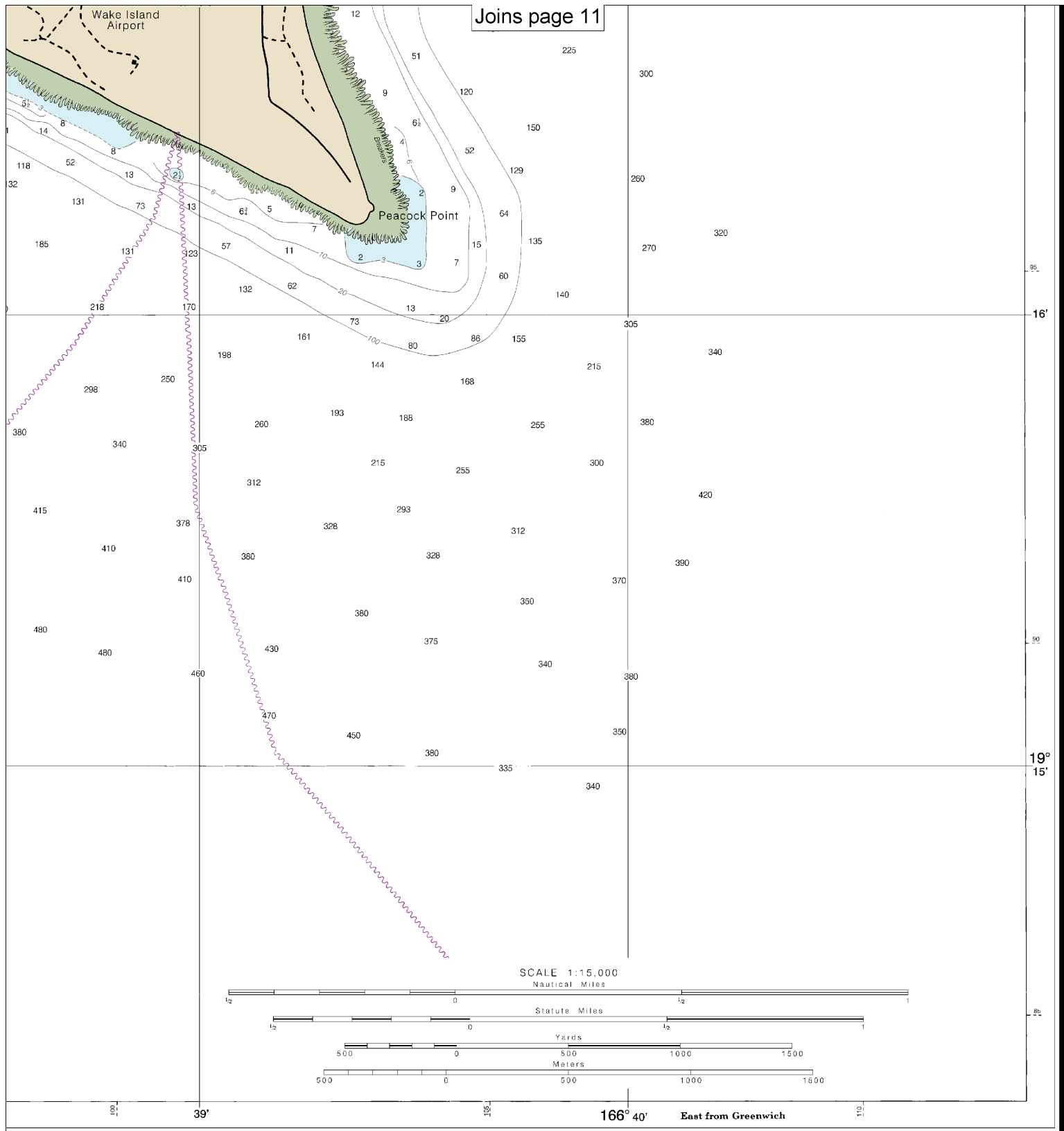
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



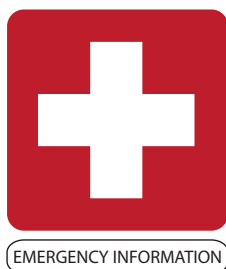


ATHOMS

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Wake Island
SOUNDINGS IN FATHOMS - SCALE 1:15,000

81664



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.